**Delay in clearance of irrigation projects**

198. SHRI KRISHNA KUMAR BIRLA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Central Government is contemplating to evolve a new procedure to do away with unwanted delays while clearing irrigation projects;

(b) if so, the details of the new procedure adopted:

(c) whether due to delay in clearing irrigation projects; there is cost escalation of each project; and

(d) if so, by when the new procedure would be implemented and the details of the irrigation projects likely to be cleared during the current financial year?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b) Yes, Sir. The revised guidelines for submission, appraisal and clearance of irrigation and multipurpose projects have been issued to all the State Governments in February, 1990. In these guidelines major part of the technical examination of major projects has been entrusted to the State Governments themselves having Central Design Organisations. In such cases scrutiny of projects in the Central Water Commission shall be completed within 7 months, provided inter-State aspects have been resolved and hydrologic and economic viability of the projects is acceptable. In States where such organisations are not existing, the project reports shall be examined by the Central Water Commission and scrutiny will be completed within 14 months. In case of medium projects these are to be examined in the Regional offices of the Central Water Commission and not at the Central Water Commission's Headquarters in Delhi and then referred to the Advisory Committee for clearance within a period of 7 months.

(c) Increase in cost of the projects is on account of a number of factors like change in the project features, scope of the project, etc. including escalation due to delay.

(d) The new procedure has already become applicable to the new projects proposed by the States. In addition Central Water Commission has been advised to hold joint meetings with the State and Central agencies involved in the formulation and scrutiny of the projects and settle the issues by discussions rather than by prolonged correspondence. The number of projects getting cleared in the financial year will depend upon the speed with which the State Governments will be able to furnish the details required before the acceptance of the project by the appraising agencies at the Centre.

**Accident of Gwalior-Bhind passenger train**

199. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that several persons were killed and many got injured seriously while travelling by 657 Dn. Gwalior-Bhind passenger train near Gwalior on the 10th March, 1991;

(b) if so, what are the details of the train missing;

(c) whether the Railway Protection Force was available at the time of the incident;

(d) whether the Railway Protection Force or any other authorities took any preventive action before passing the train under a railway overbridge; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) On 10th August, 1991, while 657 Dn. Gwalior-Bhind passenger train was passing under an overbridge between Gwalior and Gwalaka Mandir, passengers travelling on the roofs of the coaches hit aganist the girder of the bridge resulting in the death of 4 persons, grievous injury to 10 and simple injury to 22 persons.

(c) No, Sir.

(d) and (e) Before starting the train ex-Gwalior, some passengers sitting on

the roofs of the coaches were detrained by RPF/GRP and Station Staff, but they again got on to the roof. A departmental inquiry into this incident has been ordered.

**Ramming of Karnataka Express at New Delhi Railway Station**

200. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Karnataka Express rammed into a shed housing the Carriage and Wagon Office at New Delhi Railway Station on 31st July, 1991, resulting in death and injuries to several persons;

(b) if so, whether the train rammed into the shed due to an operational error;

(c) if so, how this operational error occurred and who is responsible for such lapse;

(d) whether the Government has contemplated any steps to avoid recurrence of such accidents in future; and

(e) if so, the details thereof and the amount of compensation paid to the injured and to the next of the kin who died?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (e) On 31-7-91, while the empty rake of 2627 Karnataka Express was being shunted from the platform line to the washing line No. 2 of New Delhi Coaching yard, it rammed into the shed housing the Carriage and Wagon depot at New Delhi Railway Station.

As a consequence, 3 railway staff died and 1 person was injured. Ex-gratia payment of Rs. 17,500/- has been made to the next of kin of those killed and the injured person. No compensation has been paid so far.

This accident occurred due to incorrect setting of points. Four shunting staff have been held responsible for this accident.

A safety drive was immediately launched to educate the staff on the precautions to be observed while performing shunting operations in yards.

**Exploitation of Gold deposits in Purulia District, West Bengal**

201. SHRI KRISHNA KUMAR BIRLA: Will the Minister of MINES be pleased to state:

(a) whether it is a fact that high range of gold deposits have been discovered in southern part of Purulia District in West Bengal;

(b) if so, what are the details thereof; and

(c) whether Government have formulated any programme to exploit these gold deposits; if so, the steps taken by Government in this regard?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) No, Sir.

(b) and (c) Do not arise.

**Shortfall in production of Rice**

202. SHRI KRISHNA KUMAR BIRLA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether it is a fact that a shortfall to the tune of 4 million tonnes of rice is anticipated during the kharif season;

(b) if so, the likely percentage of shortfall in the rice production target, State-wise, during 1991-92 as against the anticipated growth rate in foodgrains target; and

(c) the manner in which Government propose to meet the gap between demand and supply of rice?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) It is early to